

North Carolina Department of Transportation  
I-440 Interchange Improvements at Glenwood Avenue Project

Facilitated Listening Session

Tuesday, September 25, 2018  
6 p.m. to 8:30 p.m.  
Martin Middle School  
1701 Ridge Road  
Raleigh, NC 27607

Room 2114 Session

Transcription by:  
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1                   SPEAKER: It's recording. One, two,  
2                   three.

3                   SPEAKER: Okay. Is it on?

4                   SPEAKER: I don't even know where the  
5                   microphone part is.

6                   SPEAKER: Very cool.

7                   SPEAKER: It is cool. So, let's wait  
8                   just a second to see if there are other people.  
9                   Ah, thank you. I think one of the nice things --  
10                  I'll introduce myself, but we're going to leave  
11                  your names out of this. So, through the recording,  
12                  we'll value very -- very much your input, but --  
13                  well, it's anonymous, so I think that's a -- that's  
14                  a valuable thing. I had the sense in the -- in the  
15                  group -- the large group session that there are  
16                  some heated feelings about this, so we really want  
17                  to -- to encourage total openness. Hi.

18                  SPEAKER: Hi.

19                  SPEAKER: If -- if you want to just take  
20                  one of the chairs and put it wherever you would  
21                  like. Dan. Come in. Position yourself wherever  
22                  you would like.

23                  SPEAKER: And just to let you know, I'm  
24                  going to be floating around to the different rooms.  
25                  I'm on the city council and this is my district, so

1 I want to float around.

2 SPEAKER: Sure.

3 SPEAKER: I'm Stef Mendell.

4 SPEAKER: Well, great. Welcome.

5 SPEAKER: And I just want to hear what  
6 different groups are saying.

7 SPEAKER: We are honored that you are  
8 starting here.

9 SPEAKER: I think that's nice -- a good  
10 sampling.

11 SPEAKER: Yeah.

12 SPEAKER: Yeah. Wow.

13 SPEAKER: I think that's nice that you'll  
14 get a good sampling that way.

15 SPEAKER: Yeah, yeah.

16 SPEAKER: Okay. So my name is Jeff  
17 Lighter. I'm -- what do you need to know about me?  
18 I'm a -- I'm not, you know, like a professional  
19 facilitator, if there is such a thing, but I was a  
20 professor of Sociology at NC State for 38 years and  
21 retired four years ago. And I never liked  
22 lecturing very much, I liked my classes at all  
23 levels to be discussions. So I feel quite  
24 comfortable with this format and I'll try to very  
25 responsibly facilitate, make sure that everybody's

1 voice gets heard. And the recorder will make sure  
2 there's documentation of your views, but we'll try  
3 also on the flipchart to capture keywords or  
4 themes, you know, in your comfort zone. You're  
5 comfortable standing?

6 SPEAKER: Yeah. I had back surgery a  
7 couple times.

8 SPEAKER: Yep.

9 SPEAKER: So --

10 SPEAKER: Whatever you need.

11 SPEAKER: Okay. I'm not big on sitting.

12 SPEAKER: That's fine. I'd remind you,  
13 you know, if you have a phone to silence it.  
14 That'll be great. And let's see, for the recorder  
15 -- so I'm Jeff Lightner and this is September 25th,  
16 so that way they'll know, you know, which session  
17 this was. And to just re-emphasize things that  
18 Beth said in the large group, you want, here, to  
19 speak from your own experiences, your own  
20 perspective, rather than reporting what other  
21 people may have told you or what you picked up from  
22 them.

23 We want to concentrate on you and your  
24 opinions and your experiences and your worries and  
25 joys and all of this -- you. And it'll be useful

1 to be as concrete as you can. I will try to  
2 remember to urge you to give an example or specify  
3 a location with this little map to help us. So  
4 concreteness will be useful; I think engineers will  
5 respond most to concrete. And you know, what is  
6 important for one part of the project area will be  
7 less important for others so that concreteness will  
8 be very useful.

9 And finally, by way of intro, if you  
10 think that my cryptic summary of what you have  
11 offered on the flip chart is not -- doesn't get it,  
12 you should -- you should not hesitate to say, my  
13 word -- my keyword was such-and-such, Jeff. I deal  
14 with -- I don't regard that as a criticism. Our  
15 effort here is to reflect your views and opinions  
16 as well as we can. Does anybody want a pen and a  
17 -- a card to make notes or -- you know, to keep  
18 track of? These are -- these are -- I'll put these  
19 here, if you want to grab one. So anything that  
20 you want to say before we start? Clarification?  
21 All right, great.

22 So this is our list of questions. I  
23 don't know if you've seen these before, maybe not;  
24 I kind of like them. I mean, I think they're very  
25 open-ended, they don't put words in your mouth. So

1 we'll start with one that I may be -- when they  
2 first asked me to do this, I suggested this  
3 question, so I take a little bit of credit. Oh,  
4 and if anybody needs to use the restroom while  
5 we're at this, just out -- you'll pass the staff  
6 restrooms on the path that you followed on the way  
7 in. Okay. So the first of these questions is,  
8 with one word, describe what is the most important  
9 to you or your household or business that must be  
10 considered as this product moves forward. So I  
11 want to capture those one words, but I bet you if  
12 you embed the word in a sentence, it's not going to  
13 be the end of the world. It's a natural way to  
14 talk. So what's most important to you? We're  
15 going to try to hear from everybody, especially on  
16 this one.

17 SPEAKER: Safety.

18 SPEAKER: Safety. Thank you. Can you  
19 give me a sentence? What about safety?

20 SPEAKER: Safety. To continue the safety  
21 and improve the safety on Ridge Road.

22 SPEAKER: Uh-huh. So that's specifically  
23 on Ridge Road.

24 SPEAKER: Ridge Road.

25 SPEAKER: How many people live on or

1 right off of Ridge? So that's about half, which  
2 would be -- okay. Thank you very much for getting  
3 us started. What else is most important? And you  
4 can -- if you can repeat -- repeat what somebody  
5 else has said, but we want to hear from everyone.  
6 What else is most important?

7 SPEAKER: Neighborhood character.

8 SPEAKER: And do you have anything  
9 specific in mind?

10 SPEAKER: Well, I think we're -- you  
11 know, a lot of people when you tell them you live  
12 around Ridge Road, they go, oh, you live downtown.  
13 No, we don't live downtown. Downtown is  
14 Fayetteville Street and that's downtown. This is  
15 more suburban and I think it needs to stay that way  
16 with the, you know, the ability of people to walk  
17 and bike on the streets and that sort of thing.

18 SPEAKER: Thanks. That helps. Someone  
19 else?

20 SPEAKER: Protect our investment.

21 SPEAKER: That's a good one.

22 SPEAKER: And are you thinking of your  
23 investment in your property?

24 SPEAKER: Yes.

25 SPEAKER: Thank you. Is there a sentence

1           that -- or that speaks for itself?

2                   SPEAKER: It speaks for itself.

3                   SPEAKER: Okay. Thanks. Someone else?  
4           It's nice, there's a variety of you. That helps  
5           and it's useful for the engineers to hear, but also  
6           useful for everybody here to hear the variety of  
7           priorities.

8                   SPEAKER: I would say connectivity.

9                   SPEAKER: Uh-huh. And can you just  
10          explain a little bit what you mean? What your  
11          thinking is?

12                  SPEAKER: Well, I no longer live here,  
13          but I did live here for about 48 years of my life  
14          and Crabtree's always had a little bit of a  
15          difficulty with, you know -- it's always pretty  
16          much vehicular traffic and a lot of it is really  
17          heavy traffic. I think if there was a better way  
18          -- the density's becoming greater around Crabtree  
19          -- if there was a way to encourage pedestrian and  
20          bike and other modes of transportation, you know, I  
21          think it would help alleviate some of the traffic  
22          concerns, but that plays into all the other things  
23          that were mentioned.

24                  SPEAKER: Sure. Oh, there's links  
25          between all of these. Thank you. Others?

1 SPEAKER: Flow.

2 SPEAKER: Flow. And what are you  
3 thinking of?

4 SPEAKER: I'm thinking of --

5 SPEAKER: You win so far for the shortest  
6 word. What are you thinking of?

7 SPEAKER: Well, it's not stopping and  
8 starting. We're just -- I mean, what they've done  
9 to Hillsborough Street with the traffic just to  
10 keep everybody moving, I kind of like that idea.

11 SPEAKER: Uh-huh. Thank you.

12 SPEAKER: First we learned how to go  
13 around a traffic circle.

14 SPEAKER: It did take a little bit.

15 SPEAKER: Yeah.

16 SPEAKER: Also the redesign of one of  
17 those circles, you know, with the flow.

18 SPEAKER: Yes.

19 SPEAKER: Oh, and some people we haven't  
20 heard from yet. We are not going to have the  
21 forced extraction of your views, but this is --  
22 this is what we're thinking about, you know, what's  
23 most important to you in this project?

24 SPEAKER: I think it is Ridge Road and  
25 the surrounding area. It's beautiful, it's green,

1           it's pretty much family occupied, all of the things  
2           that I think people enjoy in life.

3                       SPEAKER: So just to have variety, can I  
4           put for you up here, natural beauty?

5                       SPEAKER: Natural beauty, that's fine.

6                       SPEAKER: I'm not so sure this is going  
7           to stay there. Others?

8                       SPEAKER: Do you live in the Ridge Road  
9           area?

10                      SPEAKER: Do I?

11                      SPEAKER: Yes.

12                      SPEAKER: No. I live near the state  
13           Farmer's Market in a -- in an area that is becoming  
14           increasingly residential, but has been sort of  
15           lightly discreet up until now. But I've lived in  
16           Raleigh for 40 years and have been active in  
17           neighborhood organizations. So I know -- and I  
18           know this area, also, very -- pretty well.

19                      SPEAKER: Good.

20                      SPEAKER: Could we say less traffic?

21                      SPEAKER: And the word I was going to  
22           throw out was congestion. But I mean, flow,  
23           connectivity and safety are all addressed by  
24           congestion.

25                      SPEAKER: Uh-huh.

1                   SPEAKER: So we'll say flow versus  
2 congestion.

3                   SPEAKER: Yeah. From a safety  
4 standpoint, you know, there's walkability, you  
5 know, multi-mobile safety, but then also for 440, I  
6 mean, it's -- one of the main goals of the project  
7 is the safety of the interchange, which the design  
8 of it fails currently. So you know, fixing the  
9 interchange, you know, with the weave at both of  
10 them, you know, it would still be a safety issue,  
11 but that's not the same connotation of safety from  
12 a sidewalk and biking and -- I don't know.

13                   SPEAKER: Okay. Who haven't -- who else  
14 haven't we heard from?

15                   SPEAKER: I'm one of the consultants.

16                   SPEAKER: Ah. Okay. This is useful.

17                   SPEAKER: Yes, very useful. It's -- I  
18 mean, for me what's interesting is that clear  
19 overlap and links, but there's really great variety  
20 to people's priorities. Anything you want to add  
21 before we move on to more focused questions?

22                   SPEAKER: Well, I've lived off Ridge Road  
23 since 1980. This gentleman said he's lived here in  
24 the area 48 years. I don't know everyone else, but  
25 maybe that's a testimony to -- it has the

1 characteristics that we desire in the environment  
2 we live in.

3 SPEAKER: Yeah.

4 SPEAKER: And we will -- we're devoted to  
5 it.

6 SPEAKER: That's a kind of preservation.

7 SPEAKER: Uh-huh.

8 SPEAKER: Uh-huh.

9 SPEAKER: Okay. With your permission,  
10 I'll move on to the next question. I'll try not to  
11 get Sharpie on myself.

12 SPEAKER: Excuse me. I'm going to  
13 another group. Thank you, sorry.

14 SPEAKER: Thanks for coming and you come  
15 back. You will quickly see that this is the best  
16 group.

17 (Laughter.)

18 SPEAKER: I can tell.

19 SPEAKER: Uh-huh.

20 SPEAKER: Thank you.

21 SPEAKER: Okay. And if there's something  
22 about our process here and especially, you know, my  
23 efforts to facilitate that you think could use a  
24 little mid-course correction, don't hesitate to say  
25 so.

1                   Second question. What do you believe is  
2                   needed to ensure the safety of your family, the  
3                   people who live in the area, and the people that  
4                   travel through the area? So this is a focus on  
5                   safety. And it's not just -- safety is important,  
6                   but what is needed in order to ensure safety? And  
7                   it can be global things, but it could be very  
8                   specific. There's a problem at such-and-such  
9                   location, you know?

10                  SPEAKER: I would say speeding cars going  
11                  down the street, but I don't know how we're going  
12                  to control that.

13                  SPEAKER: Uh-huh. I think that's a  
14                  little bit what engineers do is think about  
15                  solutions. So -- so to ensure safety we need to  
16                  solve the problem of speeding cars.

17                  SPEAKER: Uh-huh.

18                  SPEAKER: And are you -- I don't think I  
19                  can do two things at the same time. It's a problem  
20                  of speeding cars. Are you thinking of a specific  
21                  location?

22                  SPEAKER: The street I live on.

23                  SPEAKER: Uh-huh. And remind us.

24                  SPEAKER: I live on Churchill Road, which  
25                  is right off of Ridge Road. And when there is a

1 lot of traffic on Ridge Road, then they turn left  
2 onto Churchill and go at least 35 or 45 miles an  
3 hour all the way to Dixie Trail.

4 SPEAKER: You just check that I'm  
5 capturing it okay.

6 SPEAKER: That -- that goes the same for  
7 Ridge Road, right?

8 SPEAKER: Right.

9 SPEAKER: They speeding on Ridge until  
10 they get to you.

11 SPEAKER: Right. If they can speed,  
12 depends on how many cars are out that day.

13 SPEAKER: Well, that's true. Traffic.

14 SPEAKER: Yeah. If you go to a  
15 neighborhood meeting, we always have reports back  
16 from the police.

17 SPEAKER: Uh-huh.

18 SPEAKER: And that doesn't -- they  
19 evidently don't stop them but they're -- last  
20 night, there were eight calls in a month, that's  
21 all.

22 SPEAKER: Eight calls for what?  
23 Speeders?

24 SPEAKER: Police.

25 SPEAKER: Oh.

1                   SPEAKER: The police.

2                   SPEAKER: Did they call the police for  
3 anything?

4                   SPEAKER: They don't tell us that, they  
5 just --

6                   SPEAKER: Huh.

7                   SPEAKER: They may be getting a car off  
8 the street or --

9                   SPEAKER: Could've been anything.

10                  SPEAKER: One lady wanted her --

11                  SPEAKER: Yeah. Somebody was beating  
12 their wife and --

13                   (Break in recording.)

14                  SPEAKER: -- that should be unlocked.

15                  SPEAKER: So if -- one remedy you're  
16 suggesting is that the police could stop speeders?

17                  SPEAKER: They're evidently not busy with  
18 other things.

19                  SPEAKER: Enforcement.

20                  SPEAKER: Or they're not getting called  
21 maybe.

22                  SPEAKER: Hmm. We don't know.

23                  SPEAKER: That's a good thing.

24                  SPEAKER: Can you read the question  
25 again?

1                   SPEAKER: Yeah. Sure. It's a focus on  
2 safety. What do you believe is needed to ensure  
3 the safety of your family, the people who live in  
4 the area and the people that travel through the  
5 area?

6                   SPEAKER: I think it's less traffic. And  
7 it seems to be less rush hour traffic.

8                   SPEAKER: Uh-huh. That's right.

9                   SPEAKER: Okay. And do you have a  
10 specific location in mind?

11                   SPEAKER: Oh, it's all up and down Ridge  
12 Road. And I don't realize -- because my house  
13 faces Ridge Road, so I don't realize what Churchill  
14 goes through or other streets, but I can only  
15 imagine -- but all up and down Ridge Road. I mean,  
16 the traffic is backed up as far as you can see it,  
17 from -- from like Boone all the way down around the  
18 corner toward the interstate. And then when you  
19 get up to Whole Foods it's all the way back, so  
20 it's not -- it's people coming through, a lot of  
21 it. Not all of it, but a lot of people coming  
22 through. So --

23                   SPEAKER: And that probably is an issue  
24 in many parts of the city that there's the people  
25 who live in an area and operating for

1 cross-purposes with people who are going through  
2 the area. They both have legitimate claim on the  
3 roads.

4 SPEAKER: Right -- right.

5 SPEAKER: Other things to do -- what is  
6 needed to ensure safety? This is nice, the -- the  
7 traffic congestion, the speeding, are there other  
8 -- other things? Yes.

9 SPEAKER: I think it's a pretty broad  
10 question, I mean obviously there's a lot of aspects  
11 to safety.

12 SPEAKER: Yeah.

13 SPEAKER: But it seems to me that it's  
14 going to be paramount that as they redesign that  
15 interchange, they do it in a way that allows  
16 traffic to flow and encourages, you know, people --  
17 the better traffic can flow on the main arterials,  
18 the less it's going to force -- I mean, over time  
19 you probably will have a higher traffic volume on  
20 some of these roads like Ridge Road, just by the  
21 sheer growth. But if they do the right -- and I  
22 don't know what that means, what right is.

23 SPEAKER: That's his job.

24 SPEAKER: But if they do the right kind  
25 of redesign on that interchange and getting people

1 in and out of Crabtree and off that interchange  
2 safely and keep traffic flowing, then hopefully  
3 that would decrease people's inclination to turn  
4 off on these residential roads.

5 SPEAKER: Right.

6 SPEAKER: To encourage the traffic to be  
7 on the Blue Ridge or in Edwards Mill or at Glenwood  
8 and spread that traffic out and make the  
9 interchange flow better and hopefully that  
10 transcends into better outcomes for the  
11 neighborhood.

12 SPEAKER: So better flow on arterials?

13 SPEAKER: Yeah. On -- on the larger  
14 roads that were designed to handle higher traffic  
15 volumes.

16 SPEAKER: Uh-huh.

17 SPEAKER: Rather than, you know, if I'm  
18 sitting in traffic, I'm going to turn off and find  
19 a way to cut through, which is one of the beauties  
20 of kind of inside the beltline or right around the  
21 beltline. But if I can get down Glenwood or off  
22 the interchange I'm going to be less likely to cut  
23 through a neighborhood or something.

24 SPEAKER: And if you're going down 440  
25 and all you have to do is go -- then how do you do

1                   that to get off Ridge Road?

2                   SPEAKER: That's right.

3                   SPEAKER: But it dead ends their wait.

4                   SPEAKER: Doesn't seem to bother anybody.

5                   I know. You're right. I don't think --

6                   SPEAKER: I -- I'm kind of missing what I  
7                   need to write down.

8                   SPEAKER: No. We're just, sorry, we're  
9                   just --

10                  SPEAKER: But the specifics really are  
11                  important.

12                  SPEAKER: You know what? Schools. I  
13                  think that -- I find that -- or I think, and I bet  
14                  y'all would think the same, although it's been this  
15                  way for years, but we have Elementary in this  
16                  school and I walk every morning at 6 o'clock in the  
17                  morning and I walk past the crossing guard lady out  
18                  here and it's so dark during the certain seasons,  
19                  you can't even see. She holds a sign up and  
20                  there's not a street light over where the kids  
21                  cross. We need -- I feel like we need better  
22                  official --

23                  SPEAKER: Lighting?

24                  SPEAKER: Well, official crossing. When  
25                  that time is happening, it should be -- there

1           should be a more definite crossing area for these  
2           schools that's safer and more light.

3                         SPEAKER: And we have the ability to do  
4           that.

5                         SPEAKER: Right. That to me just makes  
6           sense.

7                         SPEAKER: Great. More.

8                         SPEAKER: Yeah. I mean, I agree with all  
9           that. It's all a catch-22 to me, because you want  
10          to preserve your investment, but you want your  
11          property to appreciate, too. But if you fix the  
12          traffic issue and there's growth, you want the  
13          growth, because your property increases in value,  
14          but at the same time, if nothing changed right now,  
15          just within my neighborhood there's, you know --  
16          they take down one house and they put back two. So  
17          if nothing else changes, just in one small  
18          footprint there's going to be twice as many people.  
19          So just even on my dead end street that runs from  
20          one end to the other, traffic on that has doubled  
21          in a year, just by fact that there's twice as many  
22          people living on that street with cars.

23                         SPEAKER: So that --

24                         SPEAKER: So -- but at the same time, my  
25          house has increased considerably in value, too, so

1 we have to be --

2 SPEAKER: Yeah. It has an indirect  
3 impact on safety.

4 SPEAKER: -- we have to take both  
5 together, but yeah. I mean addressing congestion  
6 issues on the main lines, you know, will help cut  
7 down on traffic diverting to the side streets, you  
8 know, to keep it more local traffic. But even if  
9 you can divert all that traffic, the local traffic  
10 is still going to be higher ten years from now.

11 SPEAKER: Well, there's only so many  
12 locks you can pick.

13 SPEAKER: Uh-huh. That's right.

14 SPEAKER: There's only so many that'll  
15 hold. But you're right. I mean, the sad face of  
16 our neighborhood changes from the houses that they  
17 put up. It's so different, but --

18 SPEAKER: But yeah, enforcement for the  
19 speeding. But I mean, that's a never-ending  
20 headache, too, because we don't have enough police.  
21 Does anyone want to double their tax burden to have  
22 the -- one radar on Ridge? Probably not.

23 SPEAKER: And they're always teaching the  
24 cops how to do radar or something. Well, what  
25 about traffic calming?

1                   SPEAKER: Do you have something specific  
2                   in mind?

3                   SPEAKER: Raised intersections on Ridge  
4                   and Lake Boone.

5                   SPEAKER: I missed that.

6                   SPEAKER: Do a raised intersection at  
7                   Ridge and Lake Boone with your crosswalks.

8                   SPEAKER: Raised? What do you mean?

9                   SPEAKER: I don't like bumps.

10                  SPEAKER: Oh, God. Speed bumps? No.

11                  SPEAKER: But you know, maybe there are  
12                  things that could make it -- that could help and  
13                  I'm sure the engineers know there's all kinds of  
14                  things they've tried with -- with traffic calming  
15                  in our neighborhood. I feel weird, because I  
16                  wonder if anybody's here for -- to worry about  
17                  Crabtree. You know, we're really worried about  
18                  Ridge Road; aren't we?

19                  SPEAKER: We are.

20                  SPEAKER: But you're more worried for  
21                  Crabtree. I mean it's very fascinating. There's  
22                  an issue, it's a huge issue.

23                  SPEAKER: Well, and I -- just for -- I'm  
24                  a commercial real estate broker and so yeah, I have  
25                  an interest in property around Crabtree. But I

1 think you've have to look at the area as a whole,  
2 because otherwise it has to work together. And I  
3 don't think there's any question, just like North  
4 Hills, Crabtree area's going to become more dense  
5 and therefore have more traffic.

6 SPEAKER: Right.

7 SPEAKER: Which has benefits for the city  
8 that we don't sprawl as much if -- if we develop  
9 dense areas like North Hills or around Crabtree.  
10 So I mean, it's a conundrum in a fast growing area.  
11 Balances are hard to strike. Traffic calming; did  
12 you have a specific place in mind?

13 SPEAKER: When I say that, I think up and  
14 down Ridge Road and -- as another way to stop  
15 speeders.

16 SPEAKER: Uh-huh.

17 SPEAKER: However, if you want to see  
18 congestion in a different form, look at North  
19 Hills. So I think if we're going to live in the  
20 city, that sometimes we have things that are not  
21 first choice but add to the delight with people  
22 that don't move around. Nearly all of us in here  
23 have stability of this area.

24 SPEAKER: It's a very high priority.  
25 Yeah -- yeah. At least for many of the people in

1 here.

2 SPEAKER: Uh-huh.

3 SPEAKER: Anything else that need to be  
4 done to ensure safety? That's momentarily our  
5 focus.

6 SPEAKER: Do you all feel like -- I've  
7 heard so many people say it and it is always kind  
8 of -- I always get nervous when I start towards it  
9 and it never is a problem but it -- the  
10 interchange, there, getting on 440 from Ridge Road;  
11 sliding in there and everybody's trying to get off  
12 on Glenwood. That's -- I think, you know, the  
13 whole intersection is a mess. So how do you say  
14 that?

15 SPEAKER: So weaving; those new ramps  
16 weave and that's the first bulleted goal of the  
17 interchange improvement, is to improve the  
18 interchange.

19 SPEAKER: Eliminate the weaving? Uh-huh.  
20 True. Right, right.

21 SPEAKER: To weave where two traffic  
22 lanes cross. And it's really short, so you don't  
23 have a whole lot of time to speed up or figure out  
24 what to do.

25 SPEAKER: Right, right, right.

1 SPEAKER: I'm a consultant, too.

2 SPEAKER: Huh?

3 SPEAKER: I'm a consultant.

4 SPEAKER: Oh. You've got us book-ended  
5 here.

6 SPEAKER: I will say that I think -- and  
7 having grown up here, Ridge Road was much  
8 different, you know, back in the late '60s and in  
9 the '70s, the '80s than it is today. But I think a  
10 lot of people were mistaken by the fact there's a  
11 big right of way there with the bike lanes and  
12 everything and it gives people the impression that  
13 it can handle more traffic, maybe, than, in my  
14 opinion, that it should. I mean, growing up Ridge  
15 Road was a neighborhood street, you know?

16 SPEAKER: Right.

17 SPEAKER: And I think that over time,  
18 just -- whether right or wrong, you've gotten a lot  
19 more traffic on it and people tend to think that  
20 it's a higher speed road than it -- than it is. In  
21 my opinion, it's still kind of a neighborhood road.  
22 I don't know what the city's transportation plan  
23 calls that street, but to me --

24 SPEAKER: It's a two-lane avenue.

25 SPEAKER: Yeah, it shouldn't be, you know

1 -- in my mind, it shouldn't be looked at as  
2 something that should be widened or that kind of  
3 thing in my mind, because if you can control the  
4 level of traffic and the speed on that, then that  
5 should contribute to safety.

6 SPEAKER: And that's what the lady in the  
7 initial thing said. No widening of Ridge Road. So  
8 I hope she --

9 SPEAKER: Yeah. I mean, it's -- like in  
10 the city's -- it's a city of Raleigh street and  
11 it's a two-lane avenue per the city's long-range  
12 plan, so they'd have to change their long-range  
13 plan to widen it.

14 SPEAKER: And it does sound like in this  
15 particular project, though the place where Ridge  
16 Road is part of the interchange -- you know,  
17 there'll be -- sounds like there'll be some  
18 redesign -- Ridge Road itself is not a part of the  
19 project.

20 SPEAKER: We sure hope not.

21 SPEAKER: Other things about safety?

22 SPEAKER: Should we say continue --  
23 continue -- or safety or walking and biking and  
24 kids at school? Should we list those things? I  
25 mean, those things are key. I don't know that

1                   that's -- that's kind of said.

2                   SPEAKER: Wider sidewalks, wider roads.

3                   SPEAKER: There's not going to be any  
4 politics. And then safety --

5                   SPEAKER: Oh, you've got them on other  
6 things?

7                   SPEAKER: Are those safety issues?

8                   SPEAKER: They are for the kids, yeah.  
9 Well, especially bikers. We have parents jogging  
10 with their kids in carts all the time and it's just  
11 -- people flying down --

12                   SPEAKER: Now we have to have scooters.

13                   SPEAKER: Yeah. Is that -- good.

14                   SPEAKER: Yeah. I think that Bird people  
15 made a very strategic choice of the name of their  
16 product, because people are on the ground, but  
17 they're going to be able to think of themselves  
18 like birds. Okay.

19                   SPEAKER: Like birds.

20                   SPEAKER: We're going to move on to the  
21 next --

22                   SPEAKER: It's a greeting they get from a  
23 lot of cars.

24                   SPEAKER: I'm sorry?

25                   SPEAKER: I said, it's a greeting they

1 get from a lot of cars.

2 SPEAKER: A lot of car drivers.

3 SPEAKER: And they're actually on  
4 scooters on Ridge Road.

5 SPEAKER: Huh?

6 SPEAKER: I'm seeing scooters on Ridge  
7 Road.

8 SPEAKER: Oh, yeah they're all up there.

9 SPEAKER: Yeah.

10 SPEAKER: They're everywhere now,  
11 everywhere. I saw some guy up there in his pickup  
12 truck adjusting them, like when I went to walk the  
13 other day. I was like aha, because I was wondering  
14 how they all got turned the same way.

15 SPEAKER: Don't they have to be  
16 recharged.

17 SPEAKER: I figured they do something.

18 SPEAKER: Things going on at night.

19 SPEAKER: Yeah.

20 SPEAKER: Line them all up at night and  
21 recharge them.

22 SPEAKER: The third question. Is there a  
23 specific valuable community asset, something  
24 important to the community and/or neighborhood,  
25 located within this project zone that you are

1 concerned will be impacted? If so, what is it and  
2 how do you believe it will impacted? So, a  
3 specific valuable community asset. I was  
4 specifically urged not to give you examples, but to  
5 rely on you. Take a moment to think about what  
6 community asset.

7 SPEAKER: The greenway.

8 SPEAKER: I'm sorry?

9 SPEAKER: The greenway and particularly  
10 its crossing Blue Ridge, where the McDonald's,  
11 where Crabtree Valley Avenue would get extended.  
12 Yeah, but through the interchange it's below grade  
13 -- it's grade separated, but it's at grade to cross  
14 Blue Ridge and then you cross Crabtree Valley at  
15 McDonald's at grade.

16 SPEAKER: Yeah.

17 SPEAKER: I drive that road every day and  
18 it's, you know, experienced people playing chicken  
19 to get across, much less kids on bike.

20 SPEAKER: Oh, yeah.

21 SPEAKER: Now you're not going to be able  
22 to see it too easily. I wrote Greenway at grade  
23 crossings.

24 SPEAKER: At grade crossings?

25 SPEAKER: Yeah, particularly Blue Ridge

1 Road.

2 SPEAKER: To me, that also goes back to  
3 our -- what did the -- the councilwoman say? Or  
4 she didn't say quality of life but the -- the  
5 essence of our community.

6 SPEAKER: The character of our  
7 neighborhood.

8 SPEAKER: Yes, the character of our  
9 neighborhood. I think that's --

10 SPEAKER: Okay, so --

11 SPEAKER: Yeah. It's -- that same  
12 greenway runs up from Meredith all the way along,  
13 runs by here, by this school.

14 SPEAKER: So, how about if we specify a  
15 little bit, you know, what about the neighborhood  
16 character is important to you or others that they  
17 not be negatively impacted by this project?

18 SPEAKER: I think it's critical that they  
19 not widen or add a lane to Ridge Road.

20 SPEAKER: Uh-huh. Other things, other  
21 specific aspects of the neighborhood character. Of  
22 course, it'll include other community assets.

23 SPEAKER: Family.

24 SPEAKER: I'm sorry?

25 SPEAKER: I said it's a family

1 neighborhood. I mean, there are some long-time  
2 residents, but then there's also a lot of younger  
3 families.

4 SPEAKER: Yeah. Families.

5 SPEAKER: Or there's other families who  
6 were a long-time resident and now live down the  
7 street from the house they grew up in.

8 SPEAKER: Yeah. Family character.

9 SPEAKER: Yeah, so it's walkability,  
10 kids.

11 SPEAKER: Walkability. It's the unique  
12 combination that we -- we would hate to lose. It's  
13 the unique combination of a street, an area, an  
14 anchor street and area that has families old and  
15 young, kids walking to school, walking to your  
16 church, which I do, boy scouts coming out of  
17 church, you know? It's all those -- to a swim club  
18 up off Ridge right there. All those things, people  
19 out walking their dog, their babies, their kids,  
20 they're going to school, it's just that whole  
21 combination, here, that's phenomenal. That you mix  
22 that in --

23 SPEAKER: So, we're combo; anchor street,  
24 local activities. Did I catch it? Sort of?

25 SPEAKER: You didn't get the emotional

1 part, but hey.

2 SPEAKER: Emotional. What else about  
3 neighborhood character? Then we'll move on to  
4 other community assets.

5 SPEAKER: Well, I think -- I think that  
6 if they look hard enough and don't look for easy  
7 solutions, that they can figure out how to control  
8 traffic and not widen any of the streets.

9 SPEAKER: Uh-huh.

10 SPEAKER: And I think that's critical for  
11 them to do that.

12 SPEAKER: Yeah. It's one of the nice  
13 things about this process, that I believe this  
14 input is coming before the designers get to work.  
15 And so by insisting that they pay attention to  
16 these matters, there a chance -- a real chance, I  
17 believe -- that, in fact, we'll see a better  
18 result.

19 SPEAKER: They say the price is 32  
20 million; the budget.

21 SPEAKER: Oh, I think it's a lot more  
22 than that.

23 SPEAKER: \$230,000,000.

24 SPEAKER: Two-hundred-thirty -- it's a  
25 big budget.

1                   SPEAKER: Two-hundred-thirty. They have  
2 a good budget to look hard to maintain what it is  
3 that is good about this area.

4                   SPEAKER: I mean I'm sure some of these  
5 things will be costly, but mostly it requires  
6 thinking, you know? And this is the right moment  
7 to get this at the beginning. I'm kind of  
8 encouraged by the process. Anything else about  
9 neighborhood character?

10                  SPEAKER: Well, the greenway's already  
11 been mentioned, but I think it's -- the whole area  
12 is pretty unique in the maturity of the trees, the  
13 topo, Crabtree Creek and the Greenway. I mean,  
14 those are all pretty unique characteristics to  
15 have, you know, in a central city. I mean, it's  
16 certainly not the CBD, but you know, it's very much  
17 central Raleigh. And to be able to have the topo  
18 that you've got in the Crabtree area and the  
19 rolling hills and even down Ridge Road and other  
20 areas of the study area that have got some  
21 significant old growth trees. Yeah. You know,  
22 it's kind of a unique combination of things, in my  
23 mind.

24                  SPEAKER: Okay. Other community --  
25 specific community assets --and then you'll

1 underline specific -- that you're eager to not see  
2 negatively impacted? Because this one, the  
3 neighborhood character, that has a general feel to  
4 it.

5 SPEAKER: The two schools.

6 SPEAKER: Yeah. We definitely don't want  
7 the schools impacted.

8 SPEAKER: I mean, they're two of the  
9 better performing schools in the county.

10 SPEAKER: How about the church? How many  
11 churches?

12 SPEAKER: And/or the three churches --  
13 three.

14 SPEAKER: Three.

15 SPEAKER: So --

16 SPEAKER: Isn't there also a school up  
17 near Wade Avenue? A public school?

18 SPEAKER: Oh, yeah. Two public schools  
19 and one private schools. That's right.

20 SPEAKER: Yeah.

21 SPEAKER: Uh-huh.

22 SPEAKER: We had a leak. I was dotting  
23 myself with this Sharpie. Other -- other assets?

24 SPEAKER: That we don't want to lose.

25 SPEAKER: Let your -- your mind's eye

1 pass over this large project study area. If there  
2 are things in there that you really value, let's  
3 mention them.

4 SPEAKER: I mean, I think one of the  
5 other assets is the mixed uses.

6 SPEAKER: I'm sorry?

7 SPEAKER: Well, within the study area.

8 SPEAKER: Mixed uses.

9 SPEAKER: The mixed uses within the study  
10 area, but also keeping them separate.

11 SPEAKER: Well, one thing we haven't  
12 mentioned at all along Lake Boone Trail is the new  
13 development that promotes, I guess, older occupants  
14 that will add to the traffic on these streets here,  
15 going -- going down and going back out to the  
16 shopping center there. But all of that development  
17 there is not finished.

18 SPEAKER: Okay.

19 SPEAKER: So that's more traffic, but  
20 it's good traffic.

21 SPEAKER: Yeah.

22 SPEAKER: It brings all ages.

23 SPEAKER: It adds to the generational  
24 diversity. And so new development. Tell me where  
25 that is?

1 SPEAKER: Well, I --

2 SPEAKER: Behind the schools.

3 SPEAKER: Behind the hill here on Lake  
4 Boone.

5 SPEAKER: It's where the apartments used  
6 to be.

7 SPEAKER: It's between this school and  
8 440.

9 SPEAKER: It's a retirement facility, I  
10 guess, is the best way to describe it.

11 SPEAKER: Senior living.

12 SPEAKER: Right.

13 SPEAKER: Adds diversity.

14 SPEAKER: Which will make the city a much  
15 better place to live for everyone.

16 SPEAKER: Yeah. I keep an eye on those  
17 kinds of developments. I've got gray hair. Other  
18 specific community assets that you don't want to  
19 see sacrificed?

20 SPEAKER: I like location.

21 SPEAKER: Sorry?

22 SPEAKER: Location.

23 SPEAKER: And what do you have in mind?

24 SPEAKER: Well, it's one stoplight away  
25 from California, if you want to look at -- going

1 out the north end of it -- or the south end, I  
2 guess. It's a good place to live, you can get  
3 anywhere in town pretty easily.

4 SPEAKER: You don't have to --

5 SPEAKER: Well, that's not going  
6 anywhere.

7 SPEAKER: Is that accessibility or  
8 location?

9 SPEAKER: Yeah, accessibility.

10 SPEAKER: Okay.

11 SPEAKER: They people that live out, you  
12 know, they'll say to me, well, you know, the  
13 traffic's just terrible. I say, oh, it's not bad  
14 along Ridge Road. And they are -- you know,  
15 they're coming in and taking time in the morning,  
16 maybe an hour and a half, to get into Raleigh.

17 SPEAKER: Oh, yeah. Traffic is not just  
18 a problem of this neighborhood.

19 SPEAKER: Oh, no.

20 SPEAKER: But it's not a contest, as I  
21 often tell my children. I used to tell my  
22 children, you know, there's a lot of things that  
23 need work. Other -- I don't want to shut off this  
24 question, but if you don't have anything to add, we  
25 will.

1                   Okay. Let me read the fourth-question  
2 off this flip chart. From your perspective, what  
3 are some of the most problematic traffic and  
4 pedestrian problems that need to be addressed? Be  
5 specific with intersections, direction and/or time  
6 of day. So there's a stickiness here. So this is  
7 cars, walkers, bike riders, traffic and pedestrian.  
8 Four, question four.

9                   SPEAKER: So, one of the -- one of the  
10 big problems I see frequently, because I drive  
11 through it, is the ability of traffic on 440 or  
12 Glenwood to divert to Ridge with the way the  
13 current interchange is configured. That if you're  
14 coming south on Glenwood to get off of 440 to go to  
15 I-40, when you take that ramp, you can see brake  
16 lights and divert to Ridge Road. You know and vice  
17 versa, if you're on 440 you can get off directly  
18 onto Ridge Road. I mean, it's part of the reason  
19 for so much traffic that diverts to Ridge Road.  
20 So, while I don't want to lose that connectivity, I  
21 think it can be reconfigured, which -- you know,  
22 the city concepts, which have been all in theory  
23 dismissed, you know -- all of those maintained that  
24 connectivity but reconfigured it, so that if you  
25 were on Glenwood headed south, you couldn't divert

1 to Ridge Road when you saw brake lights. You had  
2 to make that decision -- you had to commit before  
3 you could do that. So you know, it's primarily  
4 during the p.m. peak, but if there's an accident or  
5 something else, anytime of day it happens. But --  
6 yeah.

7 SPEAKER: So let me see if I'm -- get you  
8 down on paper correctly. Cars on Glenwood or I-440  
9 divert to Ridge. Maintain connectivity without  
10 diversion.

11 SPEAKER: Yeah, to an extent. Yeah.  
12 Reconfiguring the interchange to maintain access,  
13 but not make it free flow, basically, the way it is  
14 now.

15 SPEAKER: I think Ridge Road's name  
16 should not be as an exit sign on 440. I think  
17 that's a part of the problem. Well, other than  
18 it's so easy, you know? You know what I'm saying?

19 SPEAKER: Yeah.

20 SPEAKER: So this is -- you're asking  
21 safety issues?

22 SPEAKER: This is -- let me read the  
23 question again. From your perspective, what are  
24 some of the most problematic traffic and pedestrian  
25 problems that need to be addressed? Be specific

1 with intersections, direction and/or time of day.  
2 It's kind of like creating an agenda for the  
3 designers. You know, here are the problems, you  
4 come up with the solutions. It's not our job to  
5 come up with the solutions.

6 SPEAKER: The -- the Blue Ridge Glenwood  
7 -- the intersection at Blue Ridge Road and Glenwood  
8 is a problem in pretty much all directions, all  
9 hours of the day.

10 SPEAKER: Uh-huh. That's correct.

11 SPEAKER: Okay.

12 SPEAKER: The entrance onto 440 from  
13 Ridge Road is very dangerous. Yeah. Northbound.

14 SPEAKER: Northbound.

15 SPEAKER: Right? Northbound 440?

16 SPEAKER: From?

17 SPEAKER: So getting onto 440 from Ridge?

18 SPEAKER: Yeah. That little quick thing;  
19 that weave, you said.

20 SPEAKER: What we used to call the inside  
21 the -- or the inner beltline.

22 SPEAKER: The inner or outer beltline?  
23 That phase?

24 SPEAKER: Yeah. It never made sense for  
25 very long, did it?

1                   SPEAKER: And is that particularly a  
2                   problem at certain times of day, that entrance onto  
3                   440 from Glenwood?

4                   SPEAKER: It's always a problem.

5                   SPEAKER: Always a problem.

6                   SPEAKER: Yeah. Always.

7                   SPEAKER: The thing I've noticed a lot  
8                   lately and it's always been a problem, but getting  
9                   off the belt line to go eastbound on Glenwood. I  
10                  mean, the way they've got that configured is  
11                  terrible and I'm surprised there's not more  
12                  rear-end collisions, even with --

13                  SPEAKER: Where you have to stop at the  
14                  bottom of the ramp?

15                  SPEAKER: Yeah.

16                  SPEAKER: Yeah.

17                  SPEAKER: Even with the signal there,  
18                  people trying to, like, pull out when you've got  
19                  the traffic racing from the stop light at Blue  
20                  Ridge and Glenwood. And then, I think somebody  
21                  mentioned it earlier, if you're coming down Lead  
22                  Mine --

23                  SPEAKER: So this is the exit off of 440

24                  --

25                  SPEAKER: To Glenwood eastbound.

1                   SPEAKER: Going -- 440 going in which  
2                   direction?

3                   SPEAKER: Going west, getting onto  
4                   Glenwood headed into downtown.

5                   SPEAKER: Yep.

6                   SPEAKER: Okay.

7                   SPEAKER: Away from the mall.

8                   SPEAKER: Yeah.

9                   SPEAKER: And then when you're coming  
10                  southbound on Lead Mine and you get to that  
11                  Glenwood intersection, the traffic -- if you're  
12                  making that left turn to get -- to either go  
13                  eastbound onto Glenwood or get on the beltline,  
14                  that traffic there -- because you've got the  
15                  traffic coming eastbound from Glenwood that is  
16                  trying -- all trying to merge over. And I don't  
17                  know if it's -- it's certainly, I think, an  
18                  interchange issue, but I -- there's probably also  
19                  some synchronization on the signals that could help  
20                  that, because it's like a race in a short distance  
21                  to try to get over. I had to do it the other day  
22                  coming from, you know, like, Brier Creek area back  
23                  in. You're betting that when you get to that main  
24                  intersection there at Blue Ridge and Glenwood, that  
25                  you can get up enough speed in a short enough

1 period of time to get over to get onto the Beltline  
2 and it's just an accident waiting to happen.

3 SPEAKER: But what you were specifying  
4 was the Lead Mine inbound onto Glenwood eastbound.

5 SPEAKER: Yes. Southbound Lead Mine to  
6 eastbound Glenwood to get onto 440. Because you've  
7 got all that traffic converging right there and a  
8 lot of it's trying to either get left to continue  
9 on Glenwood or get over to get on the beltline.  
10 It's just a huge conflict.

11 SPEAKER: But there's some things like  
12 that within the city that you can -- you can work  
13 on some lane changes and solve some of that.  
14 Because there -- when the lanes are all turning and  
15 the other lanes coming and going south are trying  
16 to get into the Crabtree area, then they backup  
17 onto 440.

18 SPEAKER: Yeah. I imagine that part of  
19 the problem is when the traffic doesn't clear the  
20 intersection from the previous cycle.

21 SPEAKER: Uh-huh.

22 SPEAKER: And I have occasion to, not so  
23 much come down Lead Mine, but to come down  
24 Creedmore.

25 SPEAKER: Uh-huh.

1                   SPEAKER: You know just a little bit out  
2                   from the city.

3                   SPEAKER: Right.

4                   SPEAKER: And the turn -- the turns onto  
5                   Glenwood there, like, left turns to go toward --  
6                   toward the central city, that seems to work better.

7                   SPEAKER: It might.

8                   SPEAKER: Am I right or is it just my  
9                   perspective?

10                  SPEAKER: Yeah. It works better, because  
11                  they don't have a downstream decision to make right  
12                  away.

13                  SPEAKER: Right. And you're not right up  
14                  against 440.

15                  SPEAKER: Uh-huh.

16                  SPEAKER: The whole thing, when they  
17                  showed the drawings of -- in 2011, those drawings  
18                  and showed the idea of turning the -- whatever that  
19                  road is behind Crabtree --

20                  SPEAKER: Crabtree valley.

21                  SPEAKER: Crabtree Valley, yeah.

22                  SPEAKER: -- into a thoroughfare that  
23                  would then go up through the hotels and then get --  
24                  go one way and the other on 440, that totally makes  
25                  sense to me. As long as it doesn't connect into

1 Ridge Road, it totally makes sense. I mean, how  
2 else are they going to --

3 SPEAKER: Are you talking about the  
4 flyover? Like, the flyover Crabtree Boulevard,  
5 that concept?

6 SPEAKER: Yeah -- yeah. They didn't act  
7 on that and that's developed.

8 SPEAKER: No, they showed that there was  
9 room for a road in between there. I wonder if  
10 that's what was planned all along.

11 SPEAKER: I know -- I know our visitor is  
12 listening. It sounds like those earlier, you know,  
13 renderings are a kind of background, now, to the --  
14 up to nine options, so maybe that will be one of  
15 them.

16 SPEAKER: Well, if you've got to get  
17 traffic -- if you need to get traffic moved out and  
18 through there, what better way than to give them  
19 access onto 440 one way or the other? I mean, to  
20 me it just makes sense. It's just a mess over  
21 there with all those bridges and all those -- the  
22 little roads that come in that way and -- jeez,  
23 what a mess.

24 SPEAKER: Well, the reason I've been kind  
25 of an advocate of that concept was -- and probably

1 the best example I can use for the benefit of the  
2 consultant is -- in Knightdale, prior to them  
3 opening the 64-bypass, from a -- and I'm just  
4 speaking kind of from a retail perspective, but the  
5 same holds true for traffic -- general traffic  
6 volume. It was not a great retail corridor  
7 ,because your traffic was flying by so fast and so  
8 heavy, that there was no -- if they saw you, they  
9 couldn't turn in. But by dropping the traffic  
10 volume -- and most retail don't want to hear that,  
11 they want traffic volume -- but from a practical  
12 standpoint, there can be too much traffic. So when  
13 the bypass opened, now business 64, Knightdale  
14 Boulevard, actually is a better retail corridor,  
15 because you can actually get in and out.

16 SPEAKER: It's really better access.

17 SPEAKER: And so it almost seems to me if  
18 they made Glenwood somewhat limited access, then it  
19 would -- it would help alleviate some of that  
20 problem with the traffic problem on Glenwood.

21 SPEAKER: Uh-huh.

22 SPEAKER: And particularly approaching  
23 that interchange.

24 SPEAKER: Okay. Other -- that's more  
25 like a solution. Other problem areas to point to?

1 Your specificity on these things is really good.

2 SPEAKER: Yeah, I mean Blue Ridge and  
3 Glen Eden, Creedmoor, and Glenwood, I mean,  
4 basically all the study sections are failing, so  
5 from a traffic standpoint, you know, pick one, you  
6 know? 2:00 a.m., most of them probably work okay.  
7 Other than that, they all stink. So --

8 SPEAKER: So even the Glen Eden?

9 SPEAKER: Every intersection in that  
10 study area has significant queuing problems for the  
11 majority of the day. And obviously, the ones  
12 closer to the interchange, closer to 440, get  
13 worse, because you're concentrating -- everyone is  
14 trying to go four different ways and they all have  
15 to funnel through that one spot and there's not  
16 enough capacity for it.

17 SPEAKER: I mean, I hope that they're  
18 finding engineering consultants who like a  
19 challenge. I mean, it's not -- this will not be an  
20 easy -- it's very tight.

21 SPEAKER: It's a tight little area. It's  
22 very tight and they've maxed it a lot, but you  
23 know, obviously, it's not enough.

24 SPEAKER: Other specific problems of  
25 traffic or pedestrian -- let's think about

1 pedestrians for a second. Is there a place where  
2 pedestrian issues need to be addressed?

3 SPEAKER: I guess, if they're going to  
4 redo the interchange, providing ped access through  
5 it -- if you're under it or around it -- but some  
6 way to get from the Greenway to Glenwood headed  
7 into town or to get back to Ridge Road. Because  
8 I've done it before, I've gone from Blue Ridge,  
9 past the BP and up to Ridge Road on a bike, but I  
10 would not recommend it with children.

11 SPEAKER: Yeah, with all that traffic.

12 SPEAKER: Yeah.

13 SPEAKER: That would be nice to have that  
14 connection, somehow, for foot traffic.

15 SPEAKER: Because your other option is to  
16 go back to Glen Eden, but if you want to get to  
17 Ridge, you've got to go down and up that Glen Eden  
18 Hill, which --

19 SPEAKER: Maybe while things are all torn  
20 up it -- it can be -- can be done more easily than  
21 --

22 SPEAKER: Well, the commercial  
23 development, the offices to the south of 440 would  
24 probably love to have easy ped connectivity up to  
25 the mall.

1                   SPEAKER: Uh-huh.

2                   SPEAKER: Well, you figure, too, with all  
3                   the density that's being created just inside the  
4                   beltline for the [inaudible] project, but also look  
5                   across Glenwood on the northerly side of Glenwood  
6                   and Lead Mine, that parcel has just sold for a big  
7                   number and I suppose that's going to be  
8                   high-density redevelopment. So you have to figure  
9                   out a way to connect the pedestrian and bicycle  
10                  traffic. Again, connectivity, getting them in and  
11                  out of there safely.

12                  SPEAKER: How about some of the people  
13                  who haven't spoken quite as much on these specific  
14                  places that need the engineers' careful attention?

15                  SPEAKER: I think of Glen Eden and Ridge  
16                  Road, that intersection, during rush hour. You've  
17                  got everyone coming off of Lake Boone Trail onto  
18                  Ridge. Hopefully, when they do the -- rebuild the  
19                  interchange at Hillsborough Street and Wade Avenue  
20                  between Meredith College and -- that's going to  
21                  help funnel traffic off of Ridge Road, because  
22                  people won't be exiting off of 440 onto Ridge Road  
23                  when traffic backs up around the Wade Avenue  
24                  interchange.

25                  SPEAKER: Uh-huh. Others? Other

1 specific spots?

2 SPEAKER: It's not in the study area but  
3 Lake Boone. Lake Boone and 440, that -- getting  
4 off there, it -- it's a congested area but it's not  
5 in the study area. It's very difficult to get off  
6 there and take a left up Lake Boone.

7 SPEAKER: That interchange is getting  
8 left out, basically.

9 SPEAKER: Right. Exactly.

10 SPEAKER: Okay.

11 SPEAKER: Does anyone care?

12 SPEAKER: Since it seems like it's not  
13 part of this, we won't belabor it.

14 SPEAKER: The study area.

15 SPEAKER: This project.

16 SPEAKER: But it's not part of the Wade  
17 Avenue and the -- that stuff, so you're going to  
18 have that one interchange in the middle that's just  
19 gotten --

20 SPEAKER: It's screwy.

21 SPEAKER: The problems there are solved  
22 by all the beautiful trees.

23 SPEAKER: Oh, is that it? Oh, okay.  
24 We'll remember that as we're sitting there waiting.

25 SPEAKER: It's actually very pretty in

1 the spring.

2 SPEAKER: Uh-huh.

3 SPEAKER: Fifth question. What  
4 additional one or two things are important things  
5 to your household or business that you would want  
6 considered as this project moves forward? So we  
7 went from being as specific as we can, now, to  
8 trying to expand your scope. And I mean, you know,  
9 this could even include, while they're at it here's  
10 opportunity to accomplish this or that. Like, you  
11 know, demolish the home of your worst enemy in the  
12 neighborhood.

13 SPEAKER: You got him nervous over here.

14 SPEAKER: Multi-mobile accommodations.

15 SPEAKER: And just so everybody will be  
16 on the same page, can you say what you're thinking  
17 of?

18 SPEAKER: Bikes, heads, everything but  
19 cars.

20 SPEAKER: Joggers, strollers et cetera.

21 SPEAKER: Which ties back to the walkable  
22 community, the character of the neighborhood, et  
23 cetera, et cetera.

24 SPEAKER: I think you got to make  
25 provisions for -- at some point there is going to

1 be transit. I don't know what the latest winds are  
2 for that, but at some point, you know, if you are  
3 going to be spending 231 million bucks, you got to  
4 think about, you know, some sort of mass transit or  
5 public transportation coming in the next ten to  
6 twenty years.

7 SPEAKER: Yep, so even just to make good  
8 accommodations for buses, to say nothing of strings  
9 for light rail. And what do you all think of the  
10 -- I don't know what you would call it, kind of the  
11 second level bus station, bus transit point at  
12 Crabtree, because maybe improving that could be  
13 part of -- you know what I'm talking about? On the  
14 southeast corner of the mall, there is places where  
15 bus routes cross and where people can -- you're not  
16 -- just not aware. Okay.

17 SPEAKER: Well, that's sad that we're not  
18 aware of it.

19 SPEAKER: Sorry?

20 SPEAKER: That's sad that we are not  
21 aware of it, but I'm not.

22 SPEAKER: Near Belk's is where you are  
23 talking about? Okay. Yeah.

24 SPEAKER: Yeah. Right behind Belks.

25 SPEAKER: City buses come in and out of

1                   there? Is that what you're saying?

2                   SPEAKER: Yeah. Uh-huh.

3                   SPEAKER: And there is several bus routes  
4                   that come through there, so it's a place where  
5                   people can transfer. The schedules are, to a  
6                   certain extent planned, so that it's easy -- you  
7                   don't have to wait an hour.

8                   SPEAKER: Well, I think that's great.

9                   SPEAKER: But they were not in Kansas  
10                  anymore, Toto. But it would -- interesting that I  
11                  live in Greenville and we just opened the GTAC in  
12                  uptown Greenville, Greenville Transit Activity  
13                  Center and all the city buses, ECU buses and  
14                  everything come in there and it can be a really  
15                  good asset. I think it's going to be huge asset to  
16                  uptown Greenville and particularly with the 10th  
17                  Street corridor opening. It's just going to allow  
18                  a lot of opportunities, so maybe your point ought  
19                  to be really considered as far as making people  
20                  aware of that and improving that.

21                  SPEAKER: Put that down for us, would  
22                  you?

23                  SPEAKER: It has to with this  
24                  multi-modality.

25                  SPEAKER: Right.

1                   SPEAKER: It does, yeah. Definitely  
2 does. I didn't know it was there. I'm ashamed  
3 about it. Yeah. It's cool.

4                   SPEAKER: I'm trying to think which bus  
5 routes. All of them go downtown, but the Rex and  
6 the Overwind and I think there is another one. And  
7 there is going to be a bus soon along Blue Ridge,  
8 which has never had bus service, which -- you'll be  
9 able to go to the art museum or places like that on  
10 the bus. And I imagine that will go, also, for  
11 electric.

12                  SPEAKER: That's cool, good. You know  
13 what would really be -- I think would really be  
14 awesome in keeping with this whole idea, other  
15 modes of travel? Right now, Glenwood is so wide  
16 and so big and so much. I mean, it's dangerous to  
17 try to cross it. I wonder if it could be any way  
18 handled like the bridges that we have done other  
19 places in the city and have some type of pedestrian  
20 bridge that could go across, connecting all of that  
21 whole Lead Mine, all that area over there. There  
22 is so many -- they've built hotels and things. But  
23 those poor people, I know they want to go to the  
24 mall and they can't. I mean, that's like taking  
25 your life into your hands. The whole notion with

1           that and the bus and the improvements they're  
2           making to get in and out of there could make that  
3           really more of a -- more of a hub.

4                    SPEAKER: You can get on the greenway  
5           from Lead Mine and go under all of it and you come  
6           out at the McDonald's.

7                    SPEAKER: Oh, So the greenway comes over  
8           there? See, I haven't been over there to know.

9                    SPEAKER: I think -- I think -- and this  
10          is my personal opinion -- that people prefer to be  
11          out in the light, rather than going through a long  
12          tunnel. There is a perceived safety issue with  
13          that for some people. But I wrote down, bridge for  
14          pedestrians for connectivity, safety for  
15          pedestrians to cross big streets.

16                   SPEAKER: And that whole section of the  
17          Greenway floods every time there is bad rain.

18                   SPEAKER: Greenway floods. Other -- it's  
19          not like a wish list, but it's really - while this  
20          is going to be completely torn up and redone, now  
21          this is the time to solve problems that --it's --  
22          not be solved, you know, insoluble.

23                   SPEAKER: You know, at the end of our  
24          road, at the end of Ridge Road, if things -- by  
25          George, I sure hope nothing tried to alleviate

1 traffic from Crabtree connects into Ridge. So  
2 we've kind of been assured of that tonight, ha, ha,  
3 ha. So if that's the --

4 SPEAKER: You have to keep on it.

5 SPEAKER: -- if that's the case -- and I  
6 understand we have to refigure it and figure out  
7 how to, then, connect Ridge to Glenwood or whatever  
8 -- but it would really be nice to take that whole  
9 green area down there that's kind of there now in  
10 front of people's homes, you know what I'm talking  
11 about?

12 SPEAKER: So where Ridge dips down.

13 SPEAKER: Yeah and really focus on that  
14 to make it something more than it is, maybe, for  
15 the community or even for those homeowners down  
16 there, because it seems like wasted green space.  
17 It could be something cooler as a green space, I  
18 don't know.

19 SPEAKER: Yeah, I think it was suggested  
20 to make it a pocket park at one point.

21 SPEAKER: Wouldn't that be cool? I think  
22 that would be really awesome.

23 SPEAKER: So I wrote -- okay, I'm not  
24 going to be able to read it now -- make green area  
25 at base of Ridge a park or something else lovely

1 and useful.

2 SPEAKER: Uh-huh.

3 SPEAKER: Other things that could be --  
4 I'll read the question once more. What additional  
5 one or two things are important things to your  
6 household or business that you want considered as  
7 this project moves forward? You always told us in  
8 --

9 SPEAKER: Stay away from Ridge Road.

10 (Laughter.)

11 SPEAKER: She didn't mean that. She  
12 didn't mean it.

13 SPEAKER: Stay away.

14 SPEAKER: Don't mess up.

15 SPEAKER: You will lose more than you  
16 will gain.

17 SPEAKER: Our last question is, what can  
18 the North Carolina Department of Transportation do  
19 to demonstrate being a partner with the community  
20 of stakeholders, while tackling the complex  
21 transportation challenges created by rapid urban  
22 growth in Wade? So what do we want to ask the  
23 NCDOT to do?

24 SPEAKER: Listen to us.

25 SPEAKER: Have they done any new traffic

1 studies? For 440?

2 SPEAKER: I don't have more information  
3 for you. Do any of you know?

4 SPEAKER: He's gone.

5 SPEAKER: Huh?

6 SPEAKER: I think he's gone.

7 SPEAKER: He's not here to talk.

8 SPEAKER: To -- listen. I don't know. I  
9 can't help you.

10 SPEAKER: It would be good if they did  
11 those traffic studies before they finished their  
12 maps on connections to Ridge Road, especially at  
13 the north end of Ridge Road.

14 SPEAKER: Would you re-read the question?

15 SPEAKER: Yeah, yeah. But I do want to  
16 get this down. What can the North Carolina DOT do  
17 to demonstrate being a partner with the community  
18 of stakeholders, while tackling the complex  
19 transportation challenges created by rapid urban  
20 growth in Wake County? So what you were saying is,  
21 do the traffic studies.

22 SPEAKER: Do the traffic studies upfront,  
23 to see what were dealing with before we start --  
24 start finish designing the Ridge Road ideas.

25 SPEAKER: Uh-huh.

1                   SPEAKER: They really need to finish  
2                   their Wade Avenue, Hillsborough Street construction  
3                   before you can get reliable data.

4                   SPEAKER: They need to do that, too.

5                   SPEAKER: So include Wade and  
6                   Hillsborough results.

7                   SPEAKER: Yeah. That's a good idea.

8                   SPEAKER: I guess, I mean, as far as  
9                   being a partner with the community, obviously the  
10                  public input process that's going on right now, but  
11                  beyond that, be open to more unconventional  
12                  solutions and look for public-private partnerships.

13                  SPEAKER: And when you talk about  
14                  unconventional solutions, do you have an example in  
15                  mind?

16                  SPEAKER: Well, like, diverging diamond  
17                  interchanges.

18                  SPEAKER: Say that again.

19                  SPEAKER: DDIs, what's proposed at  
20                  Wakeforest Road. Things like that, ten years ago  
21                  when they first came out, DOT wouldn't ever have  
22                  considered it. So DOT, typically, is slow to adopt  
23                  new technology or a new solution.

24                  SPEAKER: New ideas.

25                  SPEAKER: New ideas, which -- I mean,

1 with good reason, too, because they are handling  
2 everyone's money for the whole state, too.

3 SPEAKER: What was the other thing you  
4 said?

5 SPEAKER: Public-private partnerships.

6 SPEAKER: And can you specify a little  
7 bit more what you mean?

8 SPEAKER: Well, like, partnering with  
9 someone like Grubb or Crabtree Valley, you know,  
10 large developers, things like that to come up with  
11 a win-win. I mean, it doesn't always work in all  
12 -- you know, all projects.

13 SPEAKER: Uh-huh.

14 SPEAKER: But at the same time, most of  
15 my experience with public-private partnerships  
16 usually resulted in something innovative that saved  
17 everyone money and worked out better than what was  
18 considered the first time around.

19 SPEAKER: And Crabtree needs something  
20 innovative. Malls are going down. I mean, malls  
21 are not as strong as they used to be.

22 SPEAKER: I mean, that's the other  
23 question is, in 20 years, is Crabtree even going to  
24 be a mall?

25 SPEAKER: Ok, but if they re-look --

1 re-visit it and come up with new and unique ideas

2 --

3 SPEAKER: I mean, they could make it the  
4 Amazon distribution facility.

5 SPEAKER: Awww.

6 SPEAKER: Oh, that'll help our traffic.

7 SPEAKER: Transparency. They need to be  
8 transparent with what they decide on and explain to  
9 us fully why they are doing certain things and the  
10 decisions they made.

11 SPEAKER: Transparent, yeah.

12 SPEAKER: Yes.

13 SPEAKER: Be transparent, explain  
14 decisions.

15 SPEAKER: Right.

16 SPEAKER: Communicate, communicate,  
17 communicate.

18 SPEAKER: Well, I will say I've been a  
19 part of a lot of these type meetings and I was  
20 confused when I came tonight, because I thought it  
21 was going to be the traditional type meeting, where  
22 it showed multiple -- you know, three options, with  
23 this being the preferred option and you know taking  
24 input. So I have to say, I'm very pleased with the  
25 fact that this is the process, where you're taking

1 input before the design really even starts.

2 SPEAKER: Yeah.

3 SPEAKER: I think that's a huge step.

4 And if they will continue to do that and show some  
5 innovation and show that they really are listening  
6 to the input, as this gentleman said, I think that  
7 will go a long way and get the right solution.

8 SPEAKER: I find it encouraging too in  
9 the presentation, you know in the large group,  
10 apparently there is going to be a return -- there's  
11 a promise of a return to the community with these  
12 nine or however many options, soliciting -- I don't  
13 think you would call it exactly input, like  
14 tonight, but more feedback. And that will be a  
15 really crucial moment, too. They're -- you know,  
16 tonight we have been talking some specifics, but a  
17 lot of general -- there you really have to drill  
18 down into -- you have to spend hours looking at  
19 those plans and translating them in to the concrete  
20 stuff that is part of your everyday lives. But  
21 that -- if that happens and they are really open to  
22 feedback, that will also be quite --

23 SPEAKER: Transparency and access to  
24 information, I think, is big and they've gotten a  
25 lot better at it. At the same time, there's also

1           -- not -- I'm not a lawyer or anything, so I don't  
2           know about it, but I'm sure there is privacy issues  
3           with some of it, too, in terms of what they can,  
4           from a public meeting, just post online for the  
5           whole world to see or hear. So --

6                         SPEAKER: Well --

7                         SPEAKER: There's got to be a balance to  
8           that.

9                         SPEAKER: You're anonymous here and if  
10          this tape -- or some sort of MP3 or whatever that  
11          would be -- is available on an website, it would  
12          have to be somebody who is very good at recognizing  
13          voices to penetrate your anonymity. So I thought  
14          that was a nice idea. That was something built  
15          into the design; no name tags, you know.

16                        SPEAKER: Yeah. Making good use of the  
17          technology and social media.

18                        SPEAKER: That's amazing.

19                        SPEAKER: Yeah, that's awesome.

20                        SPEAKER: I --

21                        SPEAKER: I was just going to make a  
22          final comment; obviously making sure the  
23          collaboration with the City of Raleigh, because in  
24          terms of their UDO, that may have some input or  
25          some impact as to what the right solutions are,

1 based on future development and redevelopment,  
2 based on the Raleigh UDO and their transportation  
3 plan on the city-maintained streets.

4 SPEAKER: Other things you want to add?

5 SPEAKER: Don't mess with Ridge Road,  
6 reduce our traffic, make it safe.

7 SPEAKER: How many times should we say  
8 it?

9 SPEAKER: Keep it safe. Do not connect  
10 Crabtree Mall with Ridge Road and other than that  
11 it's great, it's so nice. Right? Am I wrong?

12 SPEAKER: Right. You're right.

13 SPEAKER: There are definitely Crabtree  
14 mall issues. It's sad, because I think the  
15 majority of the people with this whole thing are  
16 people living on Ridge Road and who are freaking  
17 out. And somebody -- and somewhere along the  
18 beginning of this, somebody freaked us out and we  
19 do not want Ridge Road to be changed into a bigger  
20 street.

21 SPEAKER: It's not necessary. Yeah.

22 SPEAKER: It's -- well, it's just  
23 ridiculous. So --

24 SPEAKER: It will destroy the  
25 neighborhood.

1                   SPEAKER: Yes, it will.

2                   SPEAKER: I mean, If they asked me --  
3                   this will all be digested and at some point, they  
4                   will constitute kind of a task force that has  
5                   designers, business people from the mall and  
6                   neighborhood advocates, who sit together and try to  
7                   find a balance. And it will be, you know,  
8                   information for all the interested parties about  
9                   their deliberate meetings could be public meetings.  
10                  But, I mean, there is a balancing thing has to go  
11                  on; it's pretty tough. It would have been a whole  
12                  lot easier if this would have been done 40 years  
13                  ago.

14                  SPEAKER: Hindsight.

15                  SPEAKER: Wade -- Raleigh was -- I don't  
16                  know, a lot of you weren't here then. That's  
17                  around when we came and it was a lot different.  
18                  Other things you want to add? Thanks a lot. Oh,  
19                  I'm supposed to tell you what is going to happen  
20                  next. Comments will be listened to with themes  
21                  extracted from each of the conversations. The data  
22                  from all sessions will be aggregated into a report  
23                  that goes to the engineering firms. That report  
24                  will also be available on DOT's website when it is  
25                  completed. Engineering firms will generate ideas

1 based on many factors, including the values  
2 expressed in these listening sessions and these  
3 will be brought back to the community.

4 SPEAKER: Jeff, when they said three  
5 engineering firms and possibly up to -- nine  
6 drawings?

7 SPEAKER: Nine options.

8 SPEAKER: Nine options. Are we paying --  
9 is Raleigh paying three different engineering --

10 SPEAKER: The state.

11 SPEAKER: So there are -- three different  
12 engineering firms are working on this issue.

13 SPEAKER: It's not a bid until they  
14 [inaudible].

15 SPEAKER: It's not a bid, you got the  
16 job.

17 SPEAKER: Sort of like a friendly  
18 competition and it's [inaudible].

19 SPEAKER: So you don't get paid until  
20 your design gets picked?

21 SPEAKER: They haven't figured that out  
22 that part out yet.

23 SPEAKER: Oh, interesting.

24 SPEAKER: Because before there was just  
25 one engineering firm, right?

1 SPEAKER: Yeah.

2 SPEAKER: So, they opened this up.

3 Interesting.

4 SPEAKER: But you could imagine -- you  
5 could imagine a two-stage thing, where the friendly  
6 competition will go on and each of these firms will  
7 get paid something.

8 SPEAKER: Yeah.

9 SPEAKER: Oh, yeah.

10 SPEAKER: And then, one design will be  
11 picked, one engineering firm will be picked to  
12 really develop the --

13 SPEAKER: Your tax dollars are still  
14 paying for all of it.

15 SPEAKER: I know, but I think, even if  
16 there is minimal compensation for the design part  
17 of it, you might get some interesting -- you know,  
18 it might be some interesting solution. Very  
19 interesting.

20 SPEAKER: And the DOT can say, you know  
21 that one or that one would go very well together.

22 SPEAKER: Right.

23 SPEAKER: You know, we require that --

24 SPEAKER: Yeah. Interesting. Have you  
25 heard that done before?

1                   SPEAKER: Uh-huh. As I recall, when --  
2                   it seems like something similar was done when they  
3                   were proposing the transit about ten years ago.  
4                   There were three different teams that got together  
5                   and they linked up with different consultants.  
6                   There was a traffic engineering firm, another  
7                   consulting firm, rural state brokerage and  
8                   everything to try to come up with the right way to  
9                   approach all that.

10                   SPEAKER: That's interesting.

11                   SPEAKER: I thank you a lot.

12                   SPEAKER: Good job, thank you. We will  
13                   see y'all on Ridge Road.

14                   (Laughter.)

15                   SPEAKER: Where we can safely walk and  
16                   stroll our children.

17

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